



- (1) THE TOE OF THE SLOPES SHALL BE CONTROLLED BY THE DIMENSIONS SHOWN.
- (2) HORIZONTAL CLEARANCES SHOWN ARE NORMAL TO THE CENTERLINE OF THE TRACK. REDUCED CLEARANCES MAY BE USED WHEN REQUIRED BY SPECIAL CONDITIONS AND WITH APPROVAL OF THE RAILROAD INVOLVED.
- (3) THE SIZE OF THE CUT DITCH WILL BE DETERMINED BY A HYDRAULIC ANALYSIS.
- (4) THIS DISTANCE MAY BE INCREASED AT INDIVIDUAL STRUCTURE LOCATIONS AS APPROPRIATE TO PROVIDE FOR UNUSUAL DRAINAGE, OR SNOW STORAGE.
 - (a) IF JUSTIFIED BY HYDRAULIC ANALYSIS THE CUT DITCH MAY BE PIPED OR THE DISTANCE MAY BE INCREASED TO ACCOMMODATE A LARGER CHANNEL.
 - (b) IF JUSTIFIED BY THE RAILROAD THIS DISTANCE MAY BE INCREASED TO PROVIDE SPACE FOR HEAVY OR DRIFTING SNOW.

ALL DIMENSIONS ARE SHOWN IN METERS (m) UNLESS OTHERWISE NOTED.

UTAH DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION SALT LAKE CITY, UTAH		REVISIONS 1. 10/13/98 UPDATED TO MEET FPMR AND RAILROAD REQUIREMENTS	
		NO. DATE 1 10/13/98	NO. DATE 1 10/13/98
RECOMMENDED FOR APPROVAL UTAH DEPARTMENT OF TRANSPORTATION CHIEF ENGINEER		DATE 10/13/98	
STANDARD DRAWING TITLE RAILROAD CLEARANCES AT HIGHWAY OVERPASS STRUCTURES		STD. DWG. NO. 815-8	